A.—**The SECRETARY to GOVERNMENT for RAILWAYS (Rajasevaprasaktha B. T. Kesavaiengar).**—

(*a*) to (*d*) Yes. A combined building for station and quarters has been sanctioned and work taken up.

Extension of Railway Lines.

Q.—44. **Mr. Vankalpathi THIMMIAH** (Chitaldrug Taluk).—

Will the Government be pleased to state whether they propose to undertake shortly the construction of railway lines from Chitaldrug to Rayadurga *via* Challakere and from Hiriyur to Tumkur *via* Sira?

A.—**The SECRETARY to GOVERNMENT for RAILWAYS (Rajasevaprasaktha B. T. Kesavaiengar).**—

There is no proposal to take up the lines for construction.

Patel MALLAPPA.—Since there is already a district board line, in the Chitaldrug District, why not take up the extension?

Mr. B. T. KESAVAIENGAR.—For the present, we cannot take up any such undertakings involving capital outlay.

Mr. B. SITARAMIAH.—In that case, why not abolish the railway cess?

Mr. B. T. KESAVAIENGAR.—It is intended for the maintenance of the existing district board railway.

Mr. T. SHADAKSHARAPPA.—Have not the people been urging for long for the extension of the railway to Rayadrug?

Mr. B. T. KESAVAIENGAR.—Not in recent years.

Mr. T. SHADAKSHARAPPA.—What is the reason for dropping the idea of railway connection to Rayadrug?

Mr. B. T. KESAVAIENGAR.—From the investigation carried on in former years, it was found that it would not be a paying proposition.

Mr. T. SHADAKSHARAPPA.—In that case, is it not unjust to continue the levy of the railway cess notwithstanding the present economic condition of the raiyats?

Mr. B. T. KESAVAIENGAR.—As I said already, it is for the maintenance of the existing line that the cess is continued.

Mr. B. SITARAMIAH.—The district board has nothing to do with the maintenance of the existing Chikjajur-Chitaldrug line. In the near future at least, will the Government think of continuing the line?

Mr. B. T. KESAVAIENGAR.—A preliminary survey was conducted in 1929 when the traffic prospects were ascertained to be very poor. When traffic prospects improve, the question will be reconsidered.

Mr. B. SITARAMIAH.—Until any fresh line is taken up, will the cess be discontinued?

Mr. B. T. KESAVAIENGAR.—According to the present policy, the interest on this fund can be utilised for the improvement of roads.

Mr. B. SITARAMIAH.—For that you may by all means utilise the interest. But when the cess was first levied, railway extensions were promised. Why continue to levy the railway cess without any idea of taking up any railway extension? Is it not opposed to principle? Besides, with the extension of bus services, communications have improved and people are not very particular about further railway extensions if only the cess is abolished.

Mr. B. T. KESAVAIENGAR.—That is a question of policy and cannot be discussed during question time.

Mr. T. SHADAKSHARAPPA.—At least will the Government consider the question of suspending the levy temporarily until the question of raiway extension is taken up?

Mr. B. T. KESAVAIENGAR.—We shall consider the request.

Mr. G. S. SUBBA RAO.—Is it not possible to construct a railway line from Hindupur or Goribidnur to Sira and Chitaldrug *via* Madhugiri?

The GENERAL MANAGER, MYSORE STATE RAILWAY (Mr. Y. K. Ramachandra Rau).—It is a very difficult line. But so far as railway connection to Madhugiri is concerned, I may say that in 1929, a traffic survey of the Tumkur-Madhugiri line *via* Sira was

made, and it was found to be unremunerative.

Mr. G. S. SUBBA RAO.—Have not trade conditions improved subsequent to the survey?

Mr. Y. K. RAMACHANDRA RAU.—In some respects, it might have improved. But on the whole, from the railway point of view, trade conditions cannot be said to have improved since 1929.

Mr. G. S. SUBBA RAO.—Seeing that ten years have elapsed since the last traffic survey was made, will a fresh survey be taken up in the coming year?

Mr. Y. K. RAMACHANDRA RAU.—A preliminary survey will be made to ascertain the improvement in traffic since 1929.

Mr. G. S. SUBBA RAO.—Will the results be intimated to the members at the next session?

Mr. Y. K. RAMACHANDRA RAU.—Yes.

Mr. ABDUL NABI KHAN.—Seeing that there is no prospect of railway extension in the Tumkur District, is it not proper to abolish the railway cess?

The FIRST MEMBER (Rajamantrapravina N. Madhava Rau).—The District Board Finance Committee have sent up certain recommendations in that connection. Those recommendations are now under the consideration of Government.

Mr. ABDUL NABI KHAN.—The Tumkur District Board has constructed roads to a total length of 400 miles. Can the cess fund be utilised for the maintenance of the more important of those roads?

Mr. N. MADHAVA RAU.—As I said, the orders of Government on the Committee's report may be awaited.

Mr. ABDUL NABI KHAN.—As it is, only the interest derived from the cess fund could be diverted for road works. Why not allow the corpus of the fund itself to be utilised by amending the Act suitably?

Mr. N. MADHAVA RAU.—Even the corpus of the fund can be drawn upon in necessary cases. Such a thing has been permitted, for example, in the Chitaldrug District already.

Mr. BALE GOWDA.—Cannot a branch line be opened from Koratagere to Madhugiri *via* Kunigal, Tumkur and Pavagada?

Mr. Y. K. RAMACHANDRA RAU.—Such branch lines are neither remunerative nor convenient.

Mr. Chiniwar PADMARAJIAH.—A railway line from Kadur to Chikmagalur is very necessary and a line from Shimoga to Karkala is desirable. At least in the former case, may I know when the line will be taken up?

Mr. Y. K. RAMACHANDRA RAU.—The final survey of this line has been completed and is under the consideration of Government.

Mr. SYED MOHIYUDDIN HUSSAIN.—Is railway cess being levied from all the districts?

*Mr. N. MADHAVA RAU.—Yes, except in Bangalore and Hassan districts.

Mr. SYED MOHIYUDDIN HUSSAIN.—So long as Government have no idea of taking up any new lines in the Chitaldrug District, why not abolish the railway cess?

Mr. T. SHADAKSHARAPPA.—Since Chellakere is growing in importance as a trade centre and 15 to 20 lorry loads of goods are being imported from Bellary every day, will it not be remunerative to link it up with the nearest railway line?

Mr. Y. K. RAMACHANDRA RAU.—The traffic conditions do not warrant the railway connection.

Mr. T. SHADAKSHARAPPA.—Then, in view of the new Vedavathi bridge, why not think of a railway line from Hindupur to Chitaldrug?

Mr. Y. K. RAMACHANDRA RAU.—The last survey showed that there was not sufficient traffic for a railway even in that case.

Mr. MISRILALL PARASMALL.—Is there any proposal to construct a line from Bangalore to Hosur?

Mr. Y. K. RAMACHANDRA RAU.—Not at present

Mr. MISRILALL PARASMALL.—Why not Government consider this as part of the question of connecting Bangalore with South India?

Mr. Y. K. RAMACHANDRA RAU.—There are certain difficulties about it.

We have taken up the question of certain other railway connections which are more important now. They have to be decided first.

Mr. MISRILALL PARASMALL.—The Hosur line will be of great benefit to Bangalore and will also attract lots of visitors from South India. The construction of the line will never mean a loss.

Mr. Y. K. RAMACHANDRA RAU.—As I said, it is not so easy. There are some difficulties about it.

Major Tanks in Davangere Taluk.

Q.—45. **Mr. Patel CHANNAPPA** (Davangere Taluk).—

Will the Government be pleased to state:—

(*a*) how many major tanks there are in Davangere Taluk;

(*b*) when they were restored;

(*c*) whether the unrestored tanks would be taken up for repairs even now?

A.—**The SECRETARY to GOVERNMENT, PUBLIC WORKS DEPARTMENT** (Diwan Bahadur N. N. Ayyangar).—

(*a*) and (*b*)—

	Name of Tank.		*Year of Restoration.*
1.	Kondankóvi Tank	...	1887
2.	Anaji Doddakere	...	1889
3.	Kongaji Guddankere	...	1880
4.	Kadaji Tank	...	1889
5.	Bettur Nagarthattakere	...	1881
6.	Imbigere Tank	...	1897
7.	Anagod Tank	...	1880
8.	Honnur Tank	...	1931
9.	Kundavada Tank	...	1901
10.	Hadadi Doddakere	...	1893
11.	Nargumballi Tank	...	1903
12.	Huchavvanaballi Tank	...	1902
13.	Kodaganur Tank	...	1900
14.	Nalkundi Tank	..	1916

(*c*) This does not arise as all the major tanks are restored.

Congress Members of the Constitutional Reforms Committee.

Q.—47. **Mr. BASAPPA** *alias* **ROGAPPA** (Harihar Sub-Taluk).—

Will the Government be pleased to state:—

(*a*) (i) how many members are there in the Mysore State Constitutional Reforms Committee; (ii) of these, how many are members of the Mysore State Congress (please give their addresses in detail);

(*b*) in how many meetings of the Reforms Committee did the Congress members take part;

(*c*) whether it is a fact that the Congress representatives tendered their resignations to the Reforms Committee;

(*d*) the reason for their resignation?

A.—**The CHIEF SECRETARY to GOVERNMENT** (Rajasevaprasaktha **B. T. Kesavaiengar**).—

(*a*) (i) Twenty, besides the Chairman. (*Vide* Appendix.)

(The Committee originally consisted of 19 members besides the Chairman. Six new members were subsequently added, three of whom were nominated by the Mysore State Congress Working Committee.),

(ii) None.

(*b*) Twenty-three.

(*c*) and (*d*) Yes. In pursuance of a resolution of the All-Mysore State Congress Committee held on 26th February 1939.

Mr. B. L. BYANNA.—Are there any non-Mysoreans in the Reforms Committee?

Mr. B. T. KESAVAIENGAR.—None that I know of.

Mr. B. L. BYANNA.—Is Mr. Haneef a Mysorean?

Mr. B. T. KESAVAIENGAR.—He may be practising as an Advocate in the Civil and Military Station, Bangalore, but he owns property in Bangalore City.

Mr. B. L. BYANNA.—Is it not a fact that other Muslims who are equally competent and who have a better stake in the State were available for serving on the committee?

Mr. B. T. KESAVAIENGAR.—Government are satisfied that this gentleman is a Mysorean and competent to serve as a member of the committee; but they would not like to make comparisons such as those referred to by the member.

Mr. B. L. BYANNA.—May I know who were appointed as members of the committee in the vacancies caused by the resignation of the three Congress members?